

Cambria and Indiana Railroad  
.25 miles NW of Colver  
Colver Vicinity  
Cambria County  
Pennsylvania

HAER No. PA-238

HAER  
PA,  
H-COLV.V,  
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Washington, D.C. 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD

CAMBRIA AND INDIANA RAILROAD

HAER No. PA-238

Location: .25 miles Northwest of Colver, Colver Vicinity, Cambria County, Pennsylvania

USGS Quad: Colver, Pennsylvania (1:24000)

UTM: 17 E.686110 N.4490260

Date of Construction: 1912-20

Builder: Ebensburg Coal Company, a subsidiary of Coleman & Weaver Company

Present Owner: Bethlehem Steel

Present Use: Railroad Shops

Significance: The Cambria & Indiana Railroad, a captive railroad of the Ebensburg Coal Company, was one of the top ten coal producers in Cambria County in the late 1910s and 20s.

Project Information: In February 1987, the Historic American Engineering Record (HAER) and the Historic American Buildings Survey (HABS) began a multi-year historical and architectural documentation project in southwestern Pennsylvania. Carried out in conjunction with America's Industrial Heritage Project (AIHP), HAER undertook a comprehensive inventory of Blair and Cambria counties as the first step in identifying the region's surviving historic engineering works and industrial resources.

The results of this project have been published in Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (1990), edited by Gray Fitzsimons and produced by HABS/HAER for the National Park Service.

Compiler: Nancy Shedd and Ken Heineman, Historians  
Gray Fitzsimons and Kenneth Rose, Editors

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History:

A.W. Lee and John W. Wrigley, of the Vinton Lumber Company, incorporated their existing rail lines as the Blacklick and Yellow Creek Railroad, in 1904. The railroad was originally intended for lumber transport, but in June 1910, the system was acquired by the Coleman & Weaver Company at the cost of \$100,000, and used to haul coal from its newly acquired coalfields. In 1910 a new drift mine, named Colver, was opened in central Cambria County. The Ebensburg Coal Company, a subsidiary of Coleman & Weaver, operated the Colver mine and its associated railroad shops. By May 1911 construction of a large power plant and nearby workers' housing had commenced. The town of Colver Heights, which included housing, an hotel, a store, and a movie house, was laid out the following summer. The B&YC was renamed the Cambria and Indiana Railroad in 1912, and the first shipment of coal left the Colver Mine in October. In June 1918 the contract for a new C&I office building was awarded to J.B. Fluke and Sons, of Altoona, and construction was completed by March of the following year. The C&I still operates out of Colver, primarily hauling bituminous coal.

Except for the concrete lintels and window sills, the red brick building is unornamented. The pyramidal roof has two hip-roof dormers on each side. The building continues to house the C&I's main offices.

Sources:

Cambria and Indiana Railroad, Company literature, 1987.

Hamley, David H. "This is a Short Line?," Trains, (March 1971): 38-39.

Jencks, S.H. "A History of the Cambria and Indiana Railroad," unpublished diary of S.H. Jencks, former Chief Engineer, Cambria and Indiana Railroad, Colver, Pennsylvania. 1885-1931.